



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
DIRECTOR

February 19, 2004

The Honorable Shirley Johnson, Chair
Appropriations Subcommittee on
Transportation
Michigan State Senate
P.O. Box 30036
Lansing, Michigan 48909

The Honorable Scott Shackleton, Chair
Appropriations Subcommittee on
Transportation
Michigan House of Representatives
P.O. Box 30014
Lansing, Michigan 48909

Dear Senator Johnson and Representative Shackleton:

In accordance with PA Act No.162 of 2003, Section 704, enclosed is the Michigan Department of Transportation's High Speed Rail Service Implementation report.

If you have any questions or comments regarding these reports, feel free to contact me or Rob Abent, Bureau Director, Bureau of Multi Modal Transportation Services, at (517) 335-9568.

Sincerely,

Gloria J. Jeff
Director

MMTSB:RA:TH

Enclosure

cc: Members of House and Senate Appropriations Subcommittee
L. Hank
K. Steudle
S. Catey
L. White
M. Frierson
T. Hoeffner *GH 2*
E. Timpf
L. Hostetler
C. Thiel, Senate Fiscal Agency
W. Hamilton, House Fiscal Agency

Implementation of High Speed Rail Implementation Update

As required by Section 704 of Act No. 162
Public Acts of 2003
February 9, 2004

This report is an update of the Michigan Department of Transportation's (MDOT's) efforts to implement high speed rail on the federally designated Detroit-Chicago high speed corridor. MDOT is using an incremental approach to improve service and reduce travel time. MDOT's activities can be classified into the following categories:

Track Infrastructure: rail, turnouts, sides, bridges etc.

Train Control & Communication Systems: Wayside and In-cab signals, radios etc.

Stations: Development, rehabilitation and passenger issues

Grade Crossings: Safety improvements, eliminations and grade separations

Equipment: Locomotives, passenger coaches, café cars and entire trainsets

Track Infrastructure

MDOT provided Amtrak \$800,000 for cross tie replacement on curves between the Michigan-Indiana boarder and Kalamazoo. This work is to ensure the continued 90 MPH operations.

MDOT has a consultant firm developing plans to improve the track connection between Norfolk Southern and Canadian National tracks in Battle Creek. The construction of this project will improve on-time performance and reduce travel time by ten to fifteen minutes per train.

Train Control & Communication Systems

Amtrak trains continue to operate at 90 MPH between Kalamazoo and Niles. This is still the only place in the country where maximum train speeds have been increased above 80 MPH since the designation of federal high speed corridors in 1992. For over two years the system has operated well. This system has always operated correctly, ensuring the traveling public's safety. The federally required safety verification and validation is continuing.

Stations

In September, Amtrak completed a historic renovation of the Niles station funded by MDOT. This work included the replacement of the passenger platforms and station siding track, new brick platform approaches and walkways, repaving of the parking lot, and landscaping around the building.

MDOT, the City of Jackson, Amtrak, and other community agencies are working to develop a revitalization strategy for the Amtrak owned station. This would increase

Amtrak ridership and revenue and improve intermodal transportation options for the Jackson area and improve the economic viability of the city.

Preliminary engineering work continues for new station facilities in Detroit and Dearborn. Amtrak's consultant should complete the Detroit – New Center facility other construction plan documents December 2004. The City of Dearborn's consultant is scheduled to complete conceptual design for the facility by this fall.

Grade Crossings

MDOT provided Amtrak an additional \$200,000 of funding to continue elimination of private crossings on their ownership in southwest Michigan. This is in conjunction with the Train Control & Communication Systems project.

MDOT is working with the City of Kalamazoo to eliminate three grade crossings by constructing one new crossing and a short segment of new road.

MDOT is working with the City of Albion to develop a comprehensive plan to eliminate three grade crossings and upgrade the warning devices at seven other locations in the city.

Equipment

There has been very little activity related to equipment during this year, but MDOT has continued relations with manufacturers and other states regarding technological advancements.